

ENGLAND'S DROP FROM HER PERCH.

Confirmation of the Journal's Story That the Venezuelan Difficulty Is Settled.

British Government Will Neither Deny Nor Affirm the News.

But in Ministerial Circles It Is Stated That a Mixed Commission Will Shortly Be Appointed.

THE NEGOTIATIONS IN WASHINGTON.

It is to the United States Capital and Not to Downing Street That We Must Look for a Corroboration.

By Julian Ralph.

London, March 12.—In every newspaper in London the intelligence that leads all else is the news in the Journal that a settlement of the Venezuela difficulty has been reached. The Journal's story came up to-night in the House of Commons, when Sir E. Ashmead Bartlett tried to elicit a statement on the subject from the Government.

Mr. G. Curzon, however, said that the Government had received no information to this effect, but I am in position to affirm positively that steps are well on the way toward a satisfactory arrangement.

Indeed, the most positive declarations are being made as to the personnel of the mixed commission, and some official statement may be looked for in the course of the next few days.

Naturally the Government does not wish a premature announcement to be made.

All the newspapers sent reporters to the United States Embassy to-day, and many sent also to the British Foreign Office, but all were told that nothing was known at the Embassy of a reported settlement "by the conclusion of an arrangement between Mr. Cleveland and Lord Salisbury outside of the commission."

Again I repeat there is not the least doubt entertained in Ministerial circles, notwithstanding the ignorance displayed, that Lord Salisbury has consented to the formation of an Anglo-American commission that will be authorized to settle the dispute.

A MYSTERIOUS DIPLOMAT.

At the British Foreign Office Sir Thomas Sanderson, Permanent Under Secretary, replied to the reporters in the following words: "I have seen the report and should be very glad to know that the matter has been settled. I can only say, however, that I know nothing of such a settlement having been arrived at. For all I know, a settlement may be near, but I have not heard of its attainment."

This same official on last Tuesday was quoted by the Central News as having uttered this mysterious phrase: "A settlement may be near." So those who heard or read his words were quite prepared for the intelligence published in the Journal to-day.

On Tuesday also, the same news association wired to its subscribers as follows: "We have reason to believe that a satisfactory arrangement will be made without the necessity of the negotiators having to digest the enormous blue book issued by the Foreign Office."

SOMETHING IMPORTANT COMING.

My own news from the Foreign Office is that something very important is in the air, and is not to be given out there. In fact,

MEMBERS PREVENTED FROM LEAVING THE ASSEMBLY CHAMBER BY SPEAKER FISH'S ORDERS DURING THE RAINES BILL DEBATE.



FORCED THROUGH WITH IRON HAND.

Passage of Raines's Bill Attended by Disgraceful Methods.

The Minority Was Ignored at Every Point and Gag Rule Predominated.

Fear of Defeat Caused the Speaker to Resort to Any Means to Rush the Bill.

Senators Cantor, Brush and Guy Appear at the Assembly Doors, but Are Ordered Out.

Democratic Members Draw Up a Petition Characterizing the Majority's Action as Indecent.

PASSED BY A VOTE OF 84 TO 52.

Fish Enforced "Close Call" and Ordered the Doors Locked Against Ingress or Egress to Hold Wavering Members.

EFFECT OF THE RAINES BILL.
Fixes the rates for first-class licenses for saloons, clubs and hotels at \$800 in New York and \$650 in Brooklyn.

Prohibits all-night licenses and the sale of liquor on Sunday, except in hotels with meals or in rooms occupied by guests, and effects clubs likewise.

Prohibits free lunches being served.

Prohibits drug stores from selling liquor except on prescriptions.

Terminates all licenses now in existence, whether renewed or not, on June 30, and gives the holder of a license extending beyond that time the right to recover from the city such proportion of the tax paid by him as is represented by the time his license is curtailed.

Gives one-third of the tax on licenses collected to the State.

Prohibits saloons within 200 feet of a church or school.

Compels posting of liquor licenses in the window of saloons.

Abolishes all excise boards.

Creates an Excise Commissioner at Albany, at a salary of \$5,000, deputy at \$4,000, secretary and financial clerk and necessary clerical assistants.

Allows the appointment of a Deputy Commissioner at New York at a salary of \$4,000, and one for Brooklyn at \$2,000.

Requires every dealer to give a bond for twice the amount of the license fee.

Fine for violation of the law not less than twice the amount of the license.

The Vote That Passed the Bill.

For.—Assemblymen Ablett, Allds, Anderson, Harvey, T. Andrews, Armstrong, Audet, Austin, Bates, Bedell, Bondy, E. Brown, E. D. Brown, Brownell, Budd, Burr, Carlisle, C. J. Clark, J. Clark, C. G. Cole, M. N. Cole, Costello, Cromwell, Cutler, Downs, Dudley, Eddy, Eldridge, Goodsell, Gorham, Graves, Gregory, Hanna, Harrison, Hobbie, Rominger, Horton, Husted, Ives, Keenholts, Kelsey, Kern, Koster, Livingston, Lounsbury, Mackey, Marshall, Matteson, McGraw, McNaughton, Messinger, Miles, Miller, Nixon, O'Grady, Perkins, Post, Robbins, Rogers, Rounds, A. D. Sanders, F. P. Saunders, Sanger, Scherer, E. L. Schmidt, Sears, Sheldon, C. J. Smith, Springer, Steele, Stewart, Storm, Sweet, Taylor, Tupper, Van Keuren, Waldo, Warner, Weed, Wells, A. C. Wilson, Winne, Witter, Zimmerman, Speaker Fish (all Republicans). Total, 84.
Against.—(Democrats)—Assemblymen P. J. Andrews, Barry, Barth, Butts, Cain, Corrigan, Coughlin, Culen, Davidson, Delmour, J. A. Donnelly, T. F. Donnelly, Embley, Em-

FOUGHT FOR LIFE UNDER THE WAVES.

Terrible Plight of a Diver Caught in the Rigging of a Sunken Ship.

For an Hour the Captive Struggled in the Entangling Wreck That Held Him Down.

RESCUED IN THE NICK OF TIME.

Charles A. Smith Finally Brought Up Rigging and All by Means of a Lift Manned by His Ex-cited Comrades.

Bridgeport, Conn., March 12.—Captain Charles A. Smith, a marine diver, nearly lost his life here yesterday while endeavoring to remove the rigging of the two-masted schooner Clara Post, of New York, which went down off Seaside Park in a fierce gale on February 6.

While engaged in his work Smith was

caught in the rigging and could not extricate himself. He signalled to his assistant, but the latter could not bring him to the surface. Air was pumped to him as fast as possible, but he was down over an hour and his position soon became perilous in the extreme. Finally a fall was rigged up and lowered to him from the sloop Kirby and he was dragged, rigging and all, to the surface. He was almost gone when rescued.

PIERRE PAULDING IS DEAD.
He Was the Son of John Paulding Who Helped to Capture Major Andre—Was Nearly Eighty.

Pierre Van Cortland Paulding, youngest son of John Paulding, of Revolutionary fame, died at Peekskill, N. Y., last Wednesday. He was born September 2, 1818, and was hale and hearty until about three weeks ago, when he was obliged by a general physical breakdown to take to his bed.

About two years ago, upon the occasion of the anniversary of his seventy-fifth birthday, Mr. Paulding performed the remarkable feat of walking from his home in Peekskill to this city, a distance of forty-eight miles.

His father, John Paulding, was the leader of the three men who captured Major Andre near Tarrytown, and would accept neither bribe nor promise in consideration of the latter's release. There is still one brother surviving, Pierre V. Paulding.

MOORE'S GREAT LEAP FOR LIFE.

From Bridge Into Icy Waters Just in Time to Escape the Flying Express.

Could Not Board His Own Train, and the Railroad Bridge Had No Footpath.

DRIED CLOTHES AND SOLD PAPERS.

For Half an Hour After His Plunge Into Newark Bay, Frank Moore Did Not Fully Comprehend How Close Death Had Been to Him.

Passengers who travelled out of Jersey City yesterday afternoon on the Baltimore & Ohio Railroad's Royal Blue Line express for Philadelphia, Baltimore and Washington, noticed that after the Bayonne Station had been passed the newspapers, magazines and candles were not offered them until after they had gone through Philadelphia. None of them knew

that the youth whose duty it is to circulate through the train had been the victim of an exciting experience and narrowly escaped death.

The train left Jersey City at 2:30 o'clock and everything went smoothly until it reached the long bridge across Newark Bay from Bergen Point to Elizabethport. Some trifling accident happened to one of the rear coaches and the engineer brought the train to a standstill on the bridge, which is a peculiarly constructed one. There are no guard rails, no foot path, and the stringers on which the ties rest are placed on spiles driven into the mud. When the trains cross the bridge the sides of the cars are over the water. When the train hands alighted to make the needed repairs they had to work on the east-bound track.

Among those who got off to see what was the trouble was Frank Moore, the news agent of the train. He was asked by one of the train hands to run forward to the box at the rear of the tender and obtain some needed tool. When Moore had gone half the length of the train he saw approaching over the bridge an east-bound Blue Line Express, due in Jersey City at 3 o'clock. The trains cross the bridge at full speed, and the train approaching was travelling nearly fifty-five miles an hour at the time.

Moore saw that he could not reach either end of the car alongside of which he stood before the rushing train would strike him. Even if he could reach an end, the doors of the vestibules were closed and locked. The approaching engineer saw him on the track and tried to slow up. Moore saw he had but one chance for life, and he took it.

Running to the edge of the track, he leaped forward and upward across the telegraph wires which are strung beside the bridge. He cleared the wires and landed in the icy bay. While he was still in the air the train flew past. Moore went down twice. When he came up for the third time he grasped one of the spiles and managed to hang on until rescued by the train hands. He was taken to the locomotive, and by the men on the train contributing different articles, he was able to dress himself while his own clothing was subjected to the heat of the engine and dried out. When Philadelphia was reached he resumed his duties.



Assemblyman Otto Kempner.

Assemblyman T. F. Donnelly.



Speaker Hamilton Fish.



Assemblyman Louis Davidson.

Assemblyman J. B. Stanchfield.

PRINCIPAL ACTORS IN THE ASSEMBLY HEATED DISPUTE OVER THE PASSAGE OF THE RAINES LIQUOR TAX BILL.